

**LEGISLATIVE SERVICES AGENCY
OFFICE OF FISCAL AND MANAGEMENT ANALYSIS**

301 State House
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FISCAL IMPACT STATEMENT

LS 7273

BILL NUMBER: SB 254

DATE PREPARED: Dec 27, 2000

BILL AMENDED:

SUBJECT: Extra Heavy Duty Highways.

FISCAL ANALYST: James Sperlik

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FUNDS AFFECTED: **GENERAL**
 X DEDICATED
 X FEDERAL

IMPACT: State

Summary of Legislation: This bill adds Highway 23, from Highway 31 to a point 2.3 miles south of Highway 31, to the list of extra heavy duty highways.

Effective Date: July 1, 2001.

Explanation of State Expenditures: The immediate costs to convert this segment of State Road 23 to an extra heavy duty truck route (known as a Michigan Train route) are estimated at approximately \$1.5 M. The long-term costs (5-15 years) would be about \$9 M. The funds affected are the State Highway Fund and federal funds, if available.

Background: The Indiana Department of Transportation (INDOT) reports that two bridges and one at-grade railroad crossing exist on this section of the highway and that both bridges are scheduled for work; one is to be replaced and the other is to be removed (INDOT adds that they are proposing that a private access road under State Road 23 be closed).

In either case, INDOT reports that both existing bridges would not last very long under extra heavy duty trucks. The INDOT further reports that while immediate conversion of the route to the higher limit (134,000 lbs.) might be possible with respect to the bridges, they would need to be monitored very carefully until such time that the scheduled work is completed. Once the scheduled work is completed, the new bridge(s) would be able to carry Michigan Train traffic. The INDOT suggests that the new bridge(s) are not designed for that weight and would deteriorate (from fatigue) more quickly than typical bridges. In addition, the INDOT noted that the new bridge(s) would require replacement bridges designed to carry Michigan Train traffic within 15 years. The INDOT estimates the cost to replace the first bridge in 10-15 years at about \$3 M. If one of the two bridges is removed and the opening backfilled, future bridge costs for this segment of pavement would be eliminated. The INDOT has assumed that the second bridge is removed and a fill section constructed in its stead when estimating the cost above.

The reconstruction of the railroad crossing, necessary to re-time the crossing advanced warning and reconstruct the crossing surface for the new loadings, is estimated to cost approximately \$250,000. Some of this work would have to be done immediately upon routing Michigan Train traffic on this segment of State Road 23, while some of the work could be delayed (not more than 1-2 years for the crossing surface work). In any case, the additional weight would cause the crossing surface to deteriorate more quickly than would be normally expected, resulting in future costs, currently indeterminable, for both the INDOT and the owning railroad.

With respect to the pavement itself, the existing pavement could not hold up under routine Michigan Train traffic. Before Michigan Train traffic would be permitted on this route, the pavement itself would require immediate structural resurfacing, costing under \$1 M. Further, due to the poor alignment of the highway and the typical cross-section of the segment of State Road 23, the road would require eventual reconstruction, costing about \$6 M. The eventual reconstruction of the highway would address safety concerns such as sight-distances, shoulder functionality (The existing pavement generally has one-foot, paved shoulders with two additional feet of graded shoulders.), access reconfiguration (The existing road has too many local property access points to be a Michigan Train route given sight geometry and Michigan Train characteristics.), and guardrail/barrier capabilities.

In summary, the immediate costs to convert this segment of State Road 23 to an extra heavy duty highway are estimated at approximately \$1.5 M. The long-term costs (5-15 years) would be about \$9 M.

Explanation of State Revenues:

Explanation of Local Expenditures:

Explanation of Local Revenues:

State Agencies Affected: Department of Transportation.

Local Agencies Affected:

Information Sources: Firooz Zandi, Acting Chief Engineer, INDOT, 232-5522.